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RB/osa

NRO REVIEW COMPLETED

[redacted]

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26 July 1963

MEMORANDUM FOR: Assistant Director, OSA
Deputy Assistant Director, OSA

SUBJECT : Summary of OSA Activities for Week Ending
24 July 1963

OXCART

1. On 20 July OXCART vehicle #121, on an envelope extension flight, reached a record speed of 3.0 mach at an altitude of 72,000 feet. This brings us close to our goal of 3.2 mach.

2. On 19 July, OXCART Aircraft #122 made a rejected take-off while attempting an envelope extension flight. The LAC pilot failed to close the engine by-pass bleed when checking the pre-takeoff check list, causing engine failure just at lift off. The pilot then touched down on the North taxiway, touched the brakes and blew all six tires, rolled onto the overrun, popped the chutes rolling on bare wheels, turned off the overrun onto the lake bed and came to a stop. An inspection of the aircraft on the lake showed some evidence of damage other than that to the wheels, brakes and tires, all of which must be replaced. Inspection in the hangar will determine the extent of damage, which shows some tearing of a stressed panel on the upper wing surface, some popped rivets, and wrinkling on the lower surface.

3. The OXCART "dummy" ejection seat tests have gone so well, that [redacted] Development Division, OSA, has proposed a "live" jump be made in the very near future from a F-106 and then from the dual A-12. This is being seriously considered by the responsible officials in OSA.

4. Lockheed has suggested that rather than use the new 1049H Constellation for cargo runs [redacted]

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under [redacted] jurisdiction be utilized twice a week for this service. OSA officials have agreed to this procedure on an as-available basis provided immediate recall procedures are developed to meet emergency recovery requirements.

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5. In reply to a cable from OSA requesting that Lockheed install [redacted] in the A-12,

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Lockheed replied saying that they believe currently that [redacted] equipment is the most important, but since it is much to late to incorporate any of these items at Lockheed, it will be necessary to make these modifications [redacted]. They noted that they are being flooded with so many different proposals for new equipment that it is seriously affecting their work on overcoming basic problems.

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7. Colonel Ledford and Colonel Geary received a cable from [redacted]

this week expressing his concern regarding

the priority of the A-12 versus the AF-12 programs. He explained the present situation of the air frame and engine assemblies, which clearly indicates that the contractors are spending more time on the AF-12 program than they are spending on the A-12 program. For example, on 24 July Aircraft #128 (A-12) had two people working on it, Aircraft #127 (A-12) had six people working, while 1001 (AF-12) had in excess of 40 people working on its assembly. The situation with regard to engines is about the same. Although both CIA and Air Force have agreed that the A-12 program has priority over the AF-12 program, for one reason or another, this is not the case, and [redacted] would like to see that something is done to establish the proper priority for these programs.

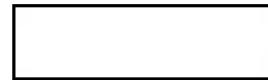
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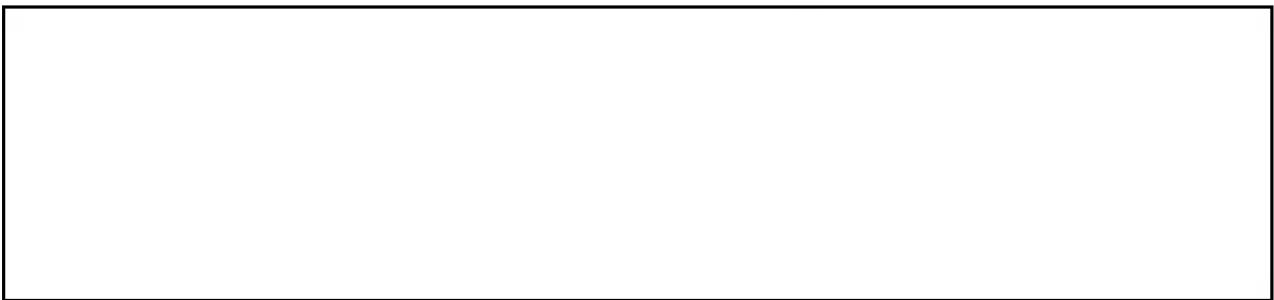
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IDEALIST

1. Plans for carrier operations for the U-2 are still under way. Colonel Ledford has requested that the Deputy for Field Activities prepare an operating plan for this operation during the forthcoming tests.

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PURCELL PANEL

1. A paper is being prepared in OSA for the DCI relating to the actions which OSA has taken in response to the recommendations cited in the Purcell Panel Report. A tentative meeting with the DD/NRO has been set for early August at which time OSA's preliminary report will be reviewed and a decision made as to whether the report should be enlarged to include some of Program A's activities. The Programs Staff, OSA, will coordinate the paper, and the preliminary report should be in this office by 8 August.

BUDGET

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The NRO/Program B budget was discussed with the NRO Comptroller, [redacted] on Wednesday, 17 July at which time [redacted] explained that the D/NRO has been obliged to reduce certain items in Program B. A memorandum explaining these proposed reductions was submitted to the DDCI the following day which recommended as an alternative that certain projects be cancelled or suspended to provide the necessary funds to meet our forecasted expenditures for FY 64, and await the reassessment of availability of funds as the Fiscal Year unfolds in order to provide funds to reinstate the suspended projects. Dr. McMillan will contact Mr. McCone for a meeting to review the NRO budget when he, Dr. McMillan, has had an opportunity to study this matter further. In the meantime, the NRO Comptroller has called another meeting for 5 August at which time OSA must justify the first quarter's anticipated expenditures.

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[Redacted]

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ACTION ITEMS

1. The following action items were levied on OSA at the DCI's Meeting on 17 July: (a) [Redacted]

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(b) Since the DCI has decided to convene the Purcell Panel for one day during the first part of September for a report of actions taken on their recommendations, Programs Staff, OSA, will probably be required to handle the staff support to the Panel as it has done in the past; (c) We have been directed to prepare a cover story plan for our carrier take-off and land recovery exercise next month, which is to be submitted to the DCI or DDCI by 25 July; (d) OSA is requested to prepare a very short summary of the comparable development time table of the B-58, B-7 and A-12, to be submitted to the DDCI by 24 July.

2. Colonel Giller made the following action assignments to OSA at the DD/R Staff Meeting on 17 July 1963: (a) A daily report on the OXCART project must be given him by 0830 each morning; (b) Each AD is to provide the DD/R by 0830 any item that may be appropriate for the DCI's morning meeting, and where an item is known early enough, it is to be passed to the DD/R the afternoon before for the next morning's meeting; (c) OSA and OEL are to tightly organize and coordinate their roles regarding all matters of security, money, technical operations, etc. [Redacted]

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[Redacted]
Chief, Programs Staff
(Special Activities)

Dist:

- 1 - AD/OSA
- 2 - DAD/OSA
- 3 - EXO/OSA
- 4 - DD/R
- 5 - D/FA/OSA
- 6 - D/TECH/OSA
- 7 - C/SD/OSA
- 8&9 - PS/OSA
- 10 - RB/OSA

-4-

[Redacted]

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PS/OSA: [Redacted] (26 Jul 63)
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OFFICE OF SPECIAL ACTIVITIES

RECAPITULATION OF AIR ACTIVITIES, WEEK ENDING 24 JULY 1963

PROJECT	VEHICLE	DATE	TARGET COUNTRY	BY	APPROVED	DATE	ACTION
IDEALIST/ TACKLE	Missions U-2	June/ July	China Mainland	Special Group	28 May		25X1
As Necessary	U-2	April/ July	Laos/North Viet Nam	Special Group	3 May	Monsoon weather conditions continue to dominate this area.	

cc: DCI
ER
DD/R
DD/P
DD/I
SA/DDR
[REDACTED]

Distribution:
#1 - DCI
#2 - ER
#3 - DD/R
#4 - DD/P
#5 - DD/I
#6 - AD/OSA
#7 - DAD/OSA
#8 - C/OD/OSA
#9 - SA/DDR
#10 - INTEL/OSA
#11 - CC/OD/OSA
#12 - [REDACTED]
#13 - D/FA/OSA
#14 - RB/OSA
#15 - [REDACTED]

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OFFICE OF SPECIAL ACTIVITIES

RECAPITULATION OF AIR ACTIVITIES, WEEK ENDING 4 SEPTEMBER 1963

PROJECT	VEHICLE	DATE	TARGET COUNTRY	BY	APPROVED	DATE	ACTION	25X1
IDEALIST/ TACKLE								
4 Missions	U-2	Septem- ber	China Mainland	Special Group	20 Aug			
1 Mission	U-2	Septem- ber	North Korea	Special Group	29 Aug	Marginal weather conditions have precluded any activity during this period.		
IDEALIST/ LOWNOTE								25X1
1 Mission	U-2	Septem- ber	Laos/North Vietnam	Special Group	20 Aug			
1 Mission	U-2	Septem- ber	South Laos	Special Group	29 Aug	Weather in this area not acceptable for high altitude photo reconnaissance.		

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